



NOAA Abandoned Vessel Program Removal Case Study: *F/V Kristi Ann*

Contributing Agency: Richmond Bay Regional Agency

OVERVIEW

VESSEL

Dimensions: 12' x 31' *Hull:* Fiberglass
Type: Fishing *Tonnage:* 0-50

SITE

Name: Richardson Bay
Location: Marin County, CA

INCIDENT & REMOVAL

Situation: Sunk at anchor
Incident Date: August 6, 2004
Total Duration: 5 Months
Actual Operations: 1 Day
Cost: \$8500 + Personnel
Funding: CA State Boating AWAFF Funds (90%), Local Funds (10%)
20% of project management paid through local funds as well
Agencies Involved: Richardson Bay Regional Agency, CA Department of Boating & Waterways
US Army Corp of Engineers, US Coast Guard
Primary Threats: Environmental, Public Safety



DETAILS

VESSEL, HISTORY & INCIDENT

NOAA AVP #: 1116348416
Vessel ID#: CRF 9410 HK

For one year, the F/V Kristi Ann was anchored in Richardson Bay which is located north of San Francisco, between Sausalito and Tiburon Peninsula. The vessel was owned by a local commercial fisherman who became negligent and incapable of maintaining the boat. The owner was asked twice to remove the vessel, as it frequently dragged its anchor.

On August 6, 2004 the vessel sunk at anchor. The diesel fuel tanks immediately began to leak, resulting in a sheen that stretched for 200 yards. At the time, the engine was torn apart from prior efforts to repair it, which may have contributed to the additional release of hydraulic oil and other substances.

INCIDENT RESPONSE & SALVAGE OPERATIONS

Contractor: Parker Dive Service, San Rafael Yacht Harbor
Authority: RBRA Summary Abatement Regulations
Permits: None were required. A categorical exemption applied.

Bill Price, RBRA, was the first responder on scene. He immediately attempted to plug the obvious source of diesel, the tank vent opening on the port side. He then called in the salvage contractor who arrived later the same day. The contractor further secured the tanks using divers and raised the vessel. The salvor attached lift bags to the vessel's bow at low tide. A 53' landing craft was then used to right the vessel. At this point pumps were used to dewater the Kristi Ann. The vessel was then towed to a harbor and impounded.

Despite the emergency nature of the incident, the RBRA was able to solicit 3 bids for the salvage work (cost + insurance) prior to choosing a salvor.

DISPOSAL OPERATIONS

Contractor: San Rafael Yacht Harbor

As of May 2005, the vessel was still awaiting disposal. The initial delay was a result of procedural mandates by the state. Because the value of the vessel exceeded \$300 a lien sale was obligatory. The due process associated with the sale requires that the vessel be stored for at least 4 months. In addition, the vessel had a valid salmon license at the time of the incident which RBRA decided to sell to recoup part of the removal costs. Again a lengthy process had to be followed. The vessel is slated for sale or disposal in May or June, 2005.

LESSONS LEARNED

Immediate action by the local agency can be beneficial

Swift removal is imperative for operations like this. Ideally, USCG Marine Safety Office would quickly federalize the wreck and secure any fuel tanks. There are often bureaucratic difficulties, however, that slow the process down while the contaminants keep leaking. In this region they have found that it is often advantageous to take immediate action by plugging leaks before asking for USCG assistance. This ensures that the fuel is contained, even if the USCG hesitates or refuses to assist.

Mandatory lien sales and associated due process can significantly drive up cost and add delays.

In California, if a vessel's value exceeds \$300 the state requires that it be sold at a lien sale. This process may be overly cumbersome for vessels near the low threshold. Vessels in similar condition to Kristi Ann are rarely bid on and the cost of storing the vessel for months to meet due process requirements prior to the sale far exceeds any potential gains from the sale.

Removal Case Study: *F/V Kristi Ann*



F/V Kristi Ann grounded / sunk in Richardson Bay, CA

CONTACT INFORMATION

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